


19 NOV 1980

MEMORANDUM FOR: Director of Logistics

STAT FROM:


Chief, Plans and Programs Staff, OL

SUBJECT: Federal Facility Ridesharing Program
Federal Property Management
Temporary Regulation A-16

REFERENCE: Federal Register Vol-45, No. 203, Section 68936,
dtd Oct 17, 1980, same subject

1. Attached is a copy of Temporary Regulation A-16 which was published in the Federal Register on 17 October 1980. The regulation implements Executive Order 12191 dated February 1, 1980, and establishes country-wide ridesharing reporting procedures. General Services Administration's (GSA) definition of ridesharing is: "Commuting in groups of two or more using a single vehicle; i.e., carpools, vanpools, private bus, mass transit, or other multi-occupancy modes of travel."

2. Also attached is a sample copy of the form which GSA is currently having printed. The report requires information concerning identification of our facilities and the number of employees assigned to each facility. P&PS has been in touch with Mr. Larry Frisbee, National Ridesharing Coordinator, GSA, who is cleared and has assisted the Agency in other programs. He was advised that it is the policy of this Agency not to disseminate information of this nature. Based on this discussion, we should request a formal waiver while declaring our support of the program. A proposed waiver is attached for your consideration and signature.

STAT

Attachment
As Stated



SUBCHAPTER C—COAL MINE SAFETY AND HEALTH

The heading for 30 CFR Subchapter O is amended by revising the subchapter heading to read as set out above.

[FR Doc. 80-32482 Filed 10-16-80; 8:45 am]

BILLING CODE 4510-43-M

GENERAL SERVICES ADMINISTRATION**Federal Property Management Regulations****41 CFR Ch. 101**

[FPMR Temp. Reg. A-16]

Federal Facility Ridesharing Program; Temporary Regulations

AGENCY: General Services Administration.

ACTION: Temporary regulation.

SUMMARY: This regulation implements EO 12191, dated February 1, 1980. It prescribes procedures to be followed by Federal agencies in promoting ridesharing and reporting program achievements. The intent of this regulation is to promote ridesharing as a means of conserving fuel, reducing pollutants, reducing traffic congestion, and providing an economical way for employees to commute to work.

DATES: Effective date: October 17, 1980.
Expiration date: June 30, 1981.
Comments due on or before: December 31, 1980.

FOR FURTHER INFORMATION CONTACT: Larry Frisbee, National Ridesharing Coordinator, Federal Fleet Management Division, Office of Motor Equipment (202-275-1021).

SUPPLEMENTARY INFORMATION: The General Services Administration has determined that this regulation will not impose unnecessary burdens on the economy or on individuals and, therefore, is not significant for the purposes of EO 12044.

(Sec. 205(c), 63 Stat. 390; 40 U.S.C. 486(c))

In 41 CFR Chapter 101, the following temporary regulation is added to the appendix at the end of Subchapter A to read as follows:

Federal Property Management Regulations, Temporary Regulation A-13

To: Heads of Federal agencies.

Subject: Federal Facility Ridesharing Program.

1. Purpose. This regulation establishes policy and prescribes procedures for the implementation of the Federal Facility Ridesharing Program.

2. Effective date. This regulation is effective upon publication in the Federal Register.

3. Expiration date. This regulation expires June 30, 1981, unless sooner revised or superseded.

4. Background. a. Executive Order 12191, dated February 1, 1980, established the Federal Facility Ridesharing Program. The President has assigned primary responsibility for program development and implementation to the General Services Administration (GSA) in consultation with the Department of Transportation (DOT). The objectives of the program are to conserve fuel, reduce congestion, improve air quality, and provide an economical way for employees to commute to work.

b. The effective implementation of the ridesharing program will require a cooperative effort among Federal, State, local, and private sector groups. Therefore, the Office of Management and Budget has asked the Federal Executive Boards, which exist in 26 major U.S. cities, to assist GSA and DOT in coordinating ridesharing efforts in the public and private sectors.

c. The primary role of Federal agencies will be to vigorously promote ridesharing at each Federal facility. The President has encouraged agency heads to take all feasible actions under the current law to provide ridesharing incentives.

5. Definitions. a. "Ridesharing" means commuting in groups of two or more using a single vehicle; i.e., carpools, vanpools, private buses, mass transit, or other multicoccupancy modes of travel.

b. "Ridematching" means any system for mapping and matching home and work locations of interested commuters to identify prospects for ridesharing.

c. "Facility" means either a single building or a group of buildings or work locations at a common site.

d. "Third party operator" means an organization, firm, or individual, other than an employer or employee, who owns or leases vans or buses and either provides or contracts for continuing operational support.

6. Policy. It is the policy of the Federal Government to promote the use of ridesharing at all Federal facilities. In the process of promoting ridesharing, the Government shall not favor or endorse one commercial firm or nonprofit organization to the exclusion of other commercial firms or nonprofit organizations.

7. Employee transportation coordinators. Employee transportation coordinators shall be designated at each Federal facility with 100 or more full-time employees. (Agencies are encouraged to appoint coordinators at facilities with less than 100 full-time employees.) At facilities occupied by more than one Federal agency, the employee transportation coordinator shall be from the agency having the largest number of employees at the facility. The employee transportation coordinator shall:

a. Promote ridesharing at the facility by:

- (1) Publicizing the availability of public transportation;

- (2) Communicating employee transportation needs to local public transportation authorities and other

organizations (such as private bus companies) furnishing multipassenger modes of transportation.

(3) Assisting employees in forming carpools or vanpools (employee-owned or leased, directly or through a third party operator);

(4) Aiding employee participation in ridematching programs. (Where ridematching programs do not exist, actions should be taken to begin these programs.)

b. Maintain an employee transportation profile showing the distribution of employee transportation modes; and

c. Prepare GSA Form 3261, Federal Facility Ridesharing Report, for annual submission to the agency coordinator.

8. Ridesharing goals. a. Ridesharing goals shall be established by each agency. Goals shall be expressed as a percentage of the full-time personnel that are employed by the agency and use ridesharing to commute between home and work. Goals should consider the availability of mass transit, local commuter routes, the number of employees participating in ridesharing at agency facilities, and the overall national goal.

b. The current national goal is 20-percent employee participation in ridesharing by January 1, 1981. This is the minimum acceptable goal under the Federal Facility Ridesharing Program. If an agency currently has a base line participation of 20 percent or greater, the minimum goal will be to increase employee participation by 20 percent by January 1, 1981. For example, if an agency has 30-percent employee participation in ridesharing, the minimum goal will be to increase employee participation to 30 percent by January 1, 1981.

c. Agencies will be evaluated primarily on their success in increasing the number of employees who use ridesharing to commute between home and work. GSA will evaluate overall agency efforts and results at individual facilities. Consideration will be given to the degree and intensity of agency and facility promotional efforts, the differences between facility locations, and the level of participation in employee ridesharing at the beginning of the program, since those agencies with a significant level of participation may find it more difficult to achieve a 20 percent increase above their base line.

9. Reporting procedures. a. *Facility reports.* Employee transportation coordinators shall prepare and submit by May 1, 1981, GSA Form 3261, Federal Facility Ridesharing Report. The report shall be submitted to the overall agency coordinator and shall include data on all Federal employees at the facility. (Copies shall also be furnished to other tenant agencies at the facility.)

b. *Agency reports.* Heads of agencies shall submit to GSA by June 1, 1981, a report which shall include:

- (1) The agency ridesharing goal;
- (2) Ridesharing results achieved within the agency;
- (3) Methods used to promote ridesharing within the agency; and
- (4) A copy (original only) of individual facility reports (GSA Form 3261) for each facility at which they have employee transportation coordinator responsibilities. Agencies having no overall responsibility at

individual facilities shall submit a narrative report detailing agency promotional efforts.

Reports shall be submitted to: General Services Administration (TMM), Washington, DC 20406.

The report prescribed by this regulation has been cleared in accordance with Subpart 101-11.11 and has been assigned interagency report control number 0258-GSA-AN.

c. **Exemptions.** Facilities with less than 100 full-time employees are not required to submit an annual report. Agencies shall not subdivide buildings, groups of buildings, or worksites for the purpose of meeting the exemption standards.

10. **Ridematching systems.** Wherever possible, agencies shall use and promote existing ridematching services. Where ridematching services do not exist, they shall be established, preferably in conjunction with nearby facilities. Ridematching systems may be manual or computerized. All systems must be in compliance with the Privacy Act of 1974.

11. **Effect on other laws or other agency regulations.** a. **Clean Air Act.** In jurisdictions where State implementation plans for air quality approved or promulgated by the Environmental Protection Agency (EPA) have placed employers under more stringent guidelines in promoting or reporting ridesharing efforts, the requirements in the air quality plans shall take precedence over this regulation.

b. **Federal Standby Conservation Program.** If Federal standby conservation measures are enacted under the Emergency Energy Conservation Act, those measures relating to employer efforts in promoting and reporting ridesharing projects shall take precedence over this regulation.

12. **Technical assistance to agencies.** Because of the large number of Federal, State, local, and private sector groups involved in the promotion of ridesharing, there are many different resources available to Federal agencies interested in technical assistance and promotional materials for use in their ridesharing programs. To aid agencies in identifying these resources, GSA has designated ridesharing coordinators at each of its regional offices. A list of these coordinators and national program officials is provided as an attachment to this regulation.

13. **Comments.** Comments concerning this regulation may be submitted before December 31, 1980, to the General Services Administration (TMM), Washington, DC 20406.

14. **Availability of forms.** Agencies may obtain their initial supply of GSA Form 3261 from the General Services Administration (WBRDD), Union and Franklin Streets Annex, Building 11, Alexandria, VA 22314. Agency field offices should submit all future requirements to their Washington, DC headquarters office which will forward consolidated annual requirements to the General Services Administration (HRM), Washington, DC 20405. An initial distribution of the form will be made to all GSA regional offices for their use and additional supplies of

the form should be obtained in the usual manner.

R. G. Freeman III,

Administrator of General Services.

GSA Regional Ridesharing Coordinators

Region 1—Boston, MA

George Delisle, J. W. McCormack P.O. & Courthouse, Boston, MA 02109, FTS 223-2536.

Region 2—New York, NY

Frank Kirschhoff, 26 Federal Plaza, New York, NY 10007, FTS 264-3930.

Region 3—Philadelphia, PA

Joe Thompson, 9th & Market Streets, Philadelphia, PA 19107, FTS 597-1261.

Region 4—Atlanta, GA

Ron Summers, 75 Spring Street SW., Atlanta, GA 30303, FTS 242-3054.

Region 5—Chicago, IL

Roger Willadsen, 230 South Dearborn Street, Chicago, IL 60604, FTS 353-5379.

Region 6—Kansas City, MO

Tom Hunter, 1500 East Bannister Road, Kansas City, MO 64131, FTS 926-7551.

Region 7—Fort Worth, TX

John Crawford, 819 East Taylor Street, Fort Worth, TX 76102, FTS 334-2381.

Region 8—Denver, CO

Jim Wooton, Denver Federal Center, Building 41, Denver, CO 80225, FTS 234-4091.

Region 9—San Francisco, CA

Annah Liechti, 525 Market Street, San Francisco, CA 94105, FTS 556-1455.

Region 10—Auburn, WA

Chuck Hammer, GSA Center, Auburn, WA 98002, FTS 396-5423.

National Capital Region—Washington, DC

Michael Ziskind, 7th & D Streets SW., Washington, DC 20407, FTS 472-1776.

GSA National Ridesharing Coordinators

Larry Frisbee

Les Gray

Jack Carlile

425 I Street, NW.

Washington, DC 20405

FTS 275-1021.

(FR Doc. 80-22151 Filed 10-10-80 8:45 am)

BILLING CODE 6820-AM-M

FEDERAL COMMUNICATIONS COMMISSION

47 CFR Parts 13, 81, 83, and 87

[Docket No. 20817]

Establishing a Marine Radio Operator Permit and Deleting the Radiotelephone Third-Class Operator Permit

AGENCY: Federal Communications Commission.

ACTION: Setting effective date of final rule.

SUMMARY: On July 17, 1980, the Commission approved an amendment to Parts 13, 81, 83, and 87 of its rules which would, among other things, abolish the Radiotelephone Third Class Operator Permit, establish a "Marine Radio Operator Permit", and re-arrange the order in which examinations for first and second class licenses are given. The effective date would be specified in a later Public Notice. See the August 6, 1980, edition of the Federal Register, 45 FR 52154. The FCC has now specified the effective date as October 13, 1980, for all of these changes.

EFFECTIVE DATE: October 13, 1980.

ADDRESSES: Federal Communications Commission, Washington, D.C. 20554.

FOR FURTHER INFORMATION CONTACT: Roy E. Kolly or Vernon P. Wilson, Field Operations Bureau, 202-632-7240.

SUPPLEMENTARY INFORMATION:

PART 13—COMMERCIAL RADIO OPERATORS

PART 81—STATIONS ON LAND IN THE MARITIME SERVICES AND ALASKA-PUBLIC FIXED STATIONS

PART 83—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES

PART 87—AVIATION SERVICES

Radiotelephone Third Class Operator Permit Abolished

On July 17, 1980, the Commission adopted an amendment to its rules which, among other things, abolished the Radiotelephone Third Class Operator Permit. The effective date was to be announced in a Public Notice. The purpose of this Public Notice is to announce that the effective date is October 13, 1980.

On and after October 13, 1980, third class permits will no longer be issued nor will examinations for these permits be administered. The other changes taking place on that date are the establishment of a "Marine Radio

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FEDERAL FACILITY RIDESHARING REPORT

INTER-AGENCY REPORTS
CONTROL NUMBER

FACILITY NAME AND ADDRESS (Include zip code)

2. EMPLOYEE TRANSPORTATION COORDINATOR

A. NAME

B. TITLE

C. AGENCY

D. TELEPHONE NO.

3. EMPLOYEE TRANSPORTATION PROFILE

A. AGENCY	B. NO. OF EMPLOYEES AT FACILITY	C. DRIVE ALONE	D. CARPOOL	E. VANPOOL	F. PRIVATE BUS	G. MASS TRANSIT	H. OTHER	I. NO. OF EMPLOYEES RIDESHARING	J. FACILITY GOAL
TOTALS									
PERCENTAGE									

4. FACILITY CHARACTERISTICS

1. IS FACILITY LOCATED IN A <input type="checkbox"/> URBAN AREA <input type="checkbox"/> SUBURBAN AREA <input type="checkbox"/> RURAL AREA		14. IS FACILITY SERVED BY MASS TRANSIT? <input type="checkbox"/> YES <input type="checkbox"/> NO		15. DOES FACILITY PROVIDE PREFERENTIAL PARKING FOR CARPOOLS AND VANPOOLS? <input type="checkbox"/> YES <input type="checkbox"/> NO (IF "YES," complete item d)		16. NO. OF VANPOOL PARKING SPACES ASSIGNED	
2. RIDE MATCHING SERVICES AVAILABLE TO EMPLOYEES? <input type="checkbox"/> YES <input type="checkbox"/> NO (IF "YES," complete item f)		17. RIDE MATCHING SERVICES ARE <input type="checkbox"/> FACILITY BASED <input type="checkbox"/> COMMUNITY BASED		18. IS PROGRAM INTER-RELATED WITH PROGRAMS AT NEARBY FACILITIES? <input type="checkbox"/> YES <input type="checkbox"/> NO			

DESCRIBE PROMOTIONAL EFFORTS AT THE FACILITY (USE REVERSE IF NECESSARY)

NAME OF FACILITY (NAME)

TITLE

SIGNATURE

DATE

INSTRUCTIONS

ITEM 1. - Enter the facility name and complete street address, including zip code.

ITEM 2A-D. - Enter employee transportation coordinator's name, organization title, employing agency, and work telephone number.

ITEM 3A. - Enter the names of all agencies located at the facility. Common acronyms and abbreviations are acceptable.

ITEM 3B. - Enter the number of fulltime employees at the facility.

ITEM 3C. - Enter the number of employees who commute to work alone in their automobile.

ITEM 3D. - Enter the number of employees who commute to work in a carpool, either as a rider or driver. A carpool is defined as a group of two or more people using a motor vehicle for transportation to and from work.

ITEM 3E. - Enter the number of employees who commute to work in a vanpool, either as a driver or rider. A vanpool is defined as a group of 8 to 15 persons using a van, specifically designed to carry passengers, for transportation to and from work in a single daily round trip.

ITEM 3F. - Enter the number of employees who commute by private, commercially operated, or chartered bus (as opposed to mass transit bus system).

ITEM 3G. - Enter the number of employees who commute by mass transit (public bus system, subway, or commuter train).

ITEM 3H. - Enter the number of employees who commute by means other than listed above, such as walk, bicycle, motorcycle, moped.

ITEM 3I. - Enter the total of columns D thru H.

ITEM 3J. - Enter the facility goal, expressed as the number and percentage of fulltime employees at the facility.

ITEM 4. - Check the appropriate responses or enter information as required.

ITEM 5. - Provide information on the nature and extent of promotional efforts designed to increase the number of employees who use ride-sharing in the commute between home and work. Describe any unique problems at the facility and how they are being solved.

(Use this space for continuation of items from front of form.)